

Revenues Up, Ridership at All-time High

Under the Amtrak California banner, Caltrans funds three of the five busiest intercity passenger rail routes in the Amtrak system: the Pacific Surfliner corridor (ranked second), the Capitol Corridor (ranked third), and the San Joaquin corridor (ranked fifth). Caltrans manages both the Pacific Surfliner and San Joaquin corridors. The Capitol Corridor, although funded by Caltrans, is managed by the Capitol Corridor Joint Powers Authority. Caltrans' goal is to increase intercity rail ridership on these state-supported routes.

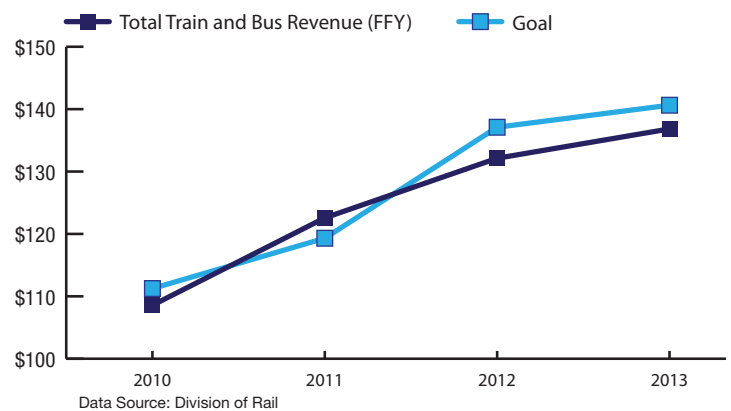
Federal fiscal year (FFY) 2013 (October 2012–September 2013) train and bus revenue was \$137.3 million, a 1.8 percent increase from the previous fiscal year.

Amtrak California's Pacific Surfliner gives travelers a scenic view of the southern coastline.



Ridership for FFY 2013 was up 1.7 percent and was 99.3 percent of the performance goal. Ridership increased by 95,471 passengers systemwide from FFY 2012 to set an all-time ridership record. Ridership on the Pacific Surfliner route was up 2.5 percent, up 6.6 percent on the San Joaquin route, and down 2.6 percent on the Capitol Corridor. The ridership decline reflects a more accurate ridership count for users of multiride tickets. Since FFY 2003, ridership has increased more than 37 percent.

Total Train and Bus Revenue (in millions)



Intercity Rail Ridership by Route (in millions by FFY)

